THE CLAIMS DEFINING THE INVENTION ARE:

1. A personal conveyance for recreational use, the conveyance including:
at least one foot supporting member, the foot supporting member including, or including provision for attachment of,
at least two axle assemblies, said axle assemblies adapted to receive
rotational motion-facilitating means,
the personal conveyance characterised by the motion-facilitating means being positioned relative to the foot supporting member such that at least a portion of the motion–facilitating means extends in a vertical plane above and perpendicular to the horizontal plane of the foot supporting member in a manner whereby stability is effected of either or both the personal conveyance and a person standing thereon.

2. A personal conveyance for recreational use as claimed in Claim 1 wherein the personal conveyance is adapted to include steering means.

3. A personal conveyance for recreational use as claimed in Claim 2 wherein the personal conveyance is also adapted to include optional braking means.

4. A personal conveyance for recreational use as claimed in Claim 1 wherein stability of either or both the conveyance and a person standing thereon is further effected by at least one of:
   a) the dimensions of the motion-facilitating means;
   b) the dimensions of the foot supporting member;
   c) the location of the axle assemblies relative to the length of the foot supporting member;
   d) the position of either or both the axle assemblies and the foot supporting member relative to the motion-facilitating means.effecting a change in the center of gravity of the personal conveyance.

5. A personal conveyance for recreational use as claimed in Claims 2 to 4 wherein stability of either or both the conveyance and a person standing thereon is further effected by at least one of:

a) operation of the steering means;
b) operation of the breaking means.

6. A personal conveyance as claimed in Claim 4 wherein the foot supporting member is dimensioned to be substantially rectangular being adapted to maintain a foot or shoe in position thereon and includes a front leading edge and a rear trailing end.

7. A personal conveyance as claimed in Claim 4 wherein the dimensions of the foot supporting member are adjustable via adjustment means.

8. A personal conveyance as claimed in Claim 7 wherein the adjustment means to adjust the dimensions of the foot supporting member includes provision to extend the length of the foot supporting member by longitudinal movement of portions of the foot supporting member via at least one of a screw system, a ratchet system, a sliding system each of which is securable following the adjustment.

9. A personal conveyance as claimed in Claim 8 wherein the dimensions of the foot supporting member are adjustable to accommodate either or both variations in the sizes of users' feet or shoes and custom-made footwear of varying sizes specifically manufactured for use with the personal conveyance.

10. A personal conveyance as claimed in Claim 9 wherein the foot supporting member is also adapted to include gripping means.

11. A personal conveyance as claimed in Claim 10 wherein the gripping means effects at least one of:
a) minimising longitudinal and/or lateral movement of the users' foot or shoe;
b) gripping a custom-made manufactured shoe specifically included on or attachable to the foot supporting member;
c) re-positioning of the user's foot or shoe;
d) ensuring a correct fit for the user's foot or shoe size and shape;
on the foot supporting member.

12. A personal conveyance as claimed in Claim 11 wherein the gripping means further effects at least one of:
    a) improved manoeuvrability of the conveyance,
    b) the ability to initiate and maintain preferred operation of the conveyance,
    c) the safety for the user by minimising the likelihood of the foot/shoe becoming loose from the conveyance,
    d) minimising the likelihood of injury, particularly to the user's ankles.

13. A personal conveyance as claimed in Claim 12 wherein the gripping means includes either or both:
    a) fixing apparata including straps, screws, buckles, hook and pile systems, press studs, ties, bolts, with or without safety release systems; and
    b) configured portions of a gripping nature including portions on the surface of the foot supporting member to receive and hold a foot or shoe in place on the foot supporting member, or improve traction of the surface of the foot supporting member, with or without safety release systems

    whether the shoe is attached permanently or temporarily to the foot supporting member.

14. A personal conveyance as claimed in Claim 1 wherein a first axle assembly is located towards the front leading end of the foot supporting member, whilst at least one other axle assembly is located towards the rear trailing end of the foot supporting member.

15. A personal conveyance as claimed in Claim 14 wherein each axle assembly comprises at least one shaft located transverse of the foot supporting member and capable of independently supporting motion-facilitating means at the outer distal end(s) of the shaft.

16. A personal conveyance as claimed in Claim 15 wherein the shaft of each axle assembly is configured to be any one of:
    a) a substantially straight elongated shaft;
    b) a substantially elongated shaft having stepped portions at at least each outer distal end;

c) at least two shorter independent shafts each one being located towards opposite side edges of the foot supporting member;

d) attachable along at least a portion of its length to either or both the foot supporting member and the steering means;

e) integral along at least a portion of its length with either or both the foot supporting member and the steering means.

17. A personal conveyance as claimed in Claim 16 wherein the shaft of each axle assembly are:

a) independent of each other,

b) interconnected

c) pivotally mounted towards at least the front leading end of the foot supporting member to enable directional movement to be achieved.

18. A personal conveyance as claimed in Claim 17 wherein a combination of axle assembly arrangements may be employed dependent upon:

a) the size, number and location of the motion-facilitating means;

b) the proposed use of the conveyance including recreational, extreme sport, speed, skills;

c) the terrain over which the personal conveyance is designed to travel.

19. A personal conveyance as claimed in Claim 14 wherein the axle shaft optionally includes a hollow spacer along its length, said spacer extending to outer edges of bearings of motion-facilitating means when inserted in the motion-facilitating means, said spacer optionally being fixed via push-fitted, threaded, or floating between the bearings, with a larger diameter axle shaft dimensioned for aligning the shaft, spacer and motion-facilitating means.

20. A personal conveyance as claimed in Claim 19 wherein the motion-facilitating means, when attached to a distal end of an axle, extends laterally of the foot supporting member.

21. A personal conveyance as claimed in Claim 20 wherein at least a portion of the motion-facilitating means, when attached to a distal end of an axle, extends in a vertical plane above and perpendicular to the horizontal plane of the upper surface of the foot supporting member.

22. A personal conveyance as claimed in Claim 21 wherein the motion-facilitating means is attached to a distal end of the axle such that the centre of rotation of the motion-facilitating means is substantially positioned at any one of:
    a) below the lower surface of the foot supporting member;
    b) in line with the horizontal plane of the foot supporting member;
    c) above the upper surface of the foot supporting member.

23. A personal conveyance as claimed in Claim 22 wherein the position of the motion-facilitating means relative to the axle and the foot supporting member determines variations in the centre of gravity of the personal conveyance as determined for effecting degrees of stability depending on the configuration of the personal conveyance and the use for which it is designed.

24. A personal conveyance as claimed in Claim 23 in which the centre of gravity is lowered to effect a preferred stability.

25. A personal conveyance as claimed in Claim 23 wherein the motion-facilitating means include wheels, rotating tracks, rollers.

26. A personal conveyance as claimed in Claim 25 wherein the motion-facilitating means are configured to optionally include any of an inflatable portion, substantially solid portion, varying spoke arrangements, bearings for a smoother ride and improved motion-facilitating means performance.

27. A personal conveyance as claimed in Claim 26 wherein the motion-facilitating means are configured to have either or both a radius of up to or greater than twice the distance between the underside of the foot supporting member and the surface on which the personal conveyance is standing and a wide circumferential surface contactable with the surface.

28. A personal conveyance as claimed in Claim 27 wherein the motion-facilitating means are configured to have a radius of up to or greater than twice the distance between the underside of the foot supporting member and the surface on which the personal conveyance is standing, to ensure at least a portion of the motion–facilitating means extends in a vertical plane above and perpendicular to the foot supporting member in a manner whereby either or both stationary and mobile stability is effected of the personal conveyance and/or a person standing thereon.

29. A personal conveyance as claimed in Claim 27 wherein the motion-facilitating means are configured to have a wide circumferential surface, to effect greater surface area contact between the circumferential surface of the motion-facilitating means and the surface on which the personal conveyance is standing.

30. A personal conveyance as claimed in Claim 27 wherein the motion-facilitating means are configured to either or both complement the type of ground over which the conveyance will be used and be designed to effect the speeds the conveyance may be required to attain.

31. A personal conveyance as claimed in Claim 30 in which there is at least one motion-facilitating means on either side of the rear trailing end and of the front leading end of the of the foot supporting member.

32. A personal conveyance as claimed in Claim 31 in which tandem motion-facilitating means are optionally included in relation to either or both the front and rear ends of the fact supporting member.

33. A personal conveyance as claimed in Claim 21 wherein having larger diameter motion-facilitating means configured to extend in a vertical plane above and perpendicular to the foot supporting member serves as additional support and protection for the users' ankles and/or minimises the likelihood of the conveyance tipping over on to its side thereby making it less likely that the user may twist an ankle.

34. A personal conveyance as claimed in Claim 33 wherein having larger diameter motion-facilitating means tends to lower the rolling resistance experienced with smaller diameter motion-facilitating means and as such enables speed to be achieved for much less effort.

35. A personal conveyance as claimed in Claim 24 wherein when the centre of gravity is lowered, less rolling resistance is encountered by each motion-facilitating means because the position of the central axis of rotation of each motion-facilitating means is such that the position of the centre of/rotation of the motion-facilitating means relative to the foot supporting member is raised.

36. A personal conveyance as claimed in any one of Claims 34 or 35 wherein less rolling resistance combined with larger diameter and potentially wider motion-facilitating means enables the personal conveyance to be used more effectively on uneven ground, grassed surfaces and gravelled surfaces.

37. A personal conveyance as claimed in Claim 7 wherein the dimensions of the foot supporting member are optionally variable in relation to the width of the foot supporting member.

38. A personal conveyance as claimed in Claim 37 wherein where the foot supporting member is widened at least some of the motion-facilitating means are positionable within the external edges of the base plate via apertures through which a portion of the motion-facilitating means extends above the upper surface of the foot supporting means.

39. A personal conveyance for recreational use as claimed in Claim 3 wherein the optional braking means includes a stop which is deployed against the ground surface by tipping the rear or front end of the foot supporting member downwards.

40. A personal conveyance for recreational use as claimed in Claim 2 wherein the steering means includes pivoting means and resilience means.

41. A personal conveyance for recreational use as claimed in Claim 40 wherein the pivoting means is centrally positioned in relation to at least axle means located towards the front leading end of the foot supporting member.

42. A personal conveyance for recreational use as claimed in Claim 41 wherein at least a portion of the pivoting means is integrally moulded with the axle means and is attachable to the foot supporting member via attachment means, including pins, nut and bolts, screws.

43. A personal conveyance for recreational use as claimed in Claim 40 wherein the resilience means includes at least one pair of compressible springs positioned along the axle shaft at either or both the front leading end and the rear trailing end of the foot supporting member.

44. A personal conveyance for recreational use as claimed in Claim 43 wherein the springs at the front leading end of the foot supporting member are optionally lighter than the springs at the rear trailing end of the foot supporting member.

45. A personal conveyance for recreational use as claimed in Claims 42 and 44 wherein the steering means is operable to effect steering via the user shifting body weight and effecting compression of at least one front and/or one rear spring to effect pivoting of the pivoting means and the axle means resulting in turning of the motion facilitating means and a directional change of the personal conveyance.

46. A personal conveyance for recreational use as claimed in Claim 1 wherein the personal conveyance is operable as:

a) a pair, in the same manner as skates;
b) as a single unit, in a similar manner to a skate board;
c) as a single unit, in a similar manner as a scooter.

47. A personal conveyance for recreational use as claimed in Claim 46 wherein where the personal conveyance is operable as a skateboard or a scooter the steering means optionally includes pivoting axle mounts and/or additional suspension systems adapted

to effect the versatility of manoeuvrability and directional control preferred for a skateboard or scooter.

48. A personal conveyance for recreational use as claimed in Claim 47 wherein where the personal conveyance is operable as either a scooter or a skateboard, provision is included in the foot supporting member for attachment of either or both a handle portion capable of effecting steering of the personal conveyance and a rear foot plate to support the free foot of the user.

49. A method of manufacturing a personal conveyance for recreational use, said personal conveyance including at least one foot supporting member, the foot supporting member including or including provision for attachment of at least two axle assemblies, said axle assemblies adapted to receive rotational motion-facilitating means, said method including the steps of:

a) manufacturing at least one foot supporting member having preferred dimensions, the foot supporting member including, or including provision for attachment of at least two axle assemblies,

b) said axle assemblies manufactured to include a shaft adapted to receive rotational motion-facilitating means,

c) said motion-facilitating means being manufactured to have a preferred diameter and circumferential surface as herein defined,

the method characterized by the motion-facilitating means of the personal conveyance being positioned relative to the foot supporting member such that at least a portion of the motion–facilitating means extends in a vertical plane above and perpendicular to the foot supporting member in a manner whereby stability is effected of either or both the personal conveyance and a person standing thereon.

50. A method of manufacturing a personal conveyance as claimed in Claim 49 wherein the personal conveyance is adapted to include steering means and optional braking means.

51. A method of manufacturing a personal conveyance as claimed in Claim 50 wherein the steering means includes pivoting means and resilience means manufactured such

that the pivoting means is centrally positioned in relation to at least the axle assembly located towards the front leading end of the foot supporting member and is attachable to the foot supporting member.

52. A method of manufacturing a personal conveyance as claimed in Claim 51 wherein the resilience means includes at least one pair of compressible springs positioned along the axle shaft at either or both the front leading end and the rear trailing end of the foot supporting member.

53. A method of manufacturing a personal conveyance as claimed in Claim 50 wherein the optional braking means comprises a stop which is deployed against the ground surface by tipping the rear or front of the foot supporting member downwards.

54. A method of adapting a personal conveyance for a range of recreational uses, said personal conveyance including at least one foot supporting member, the foot supporting member including, or including provision for attachment of, at least two axle assemblies, said axle assemblies adapted to receive rotational motion-facilitating means, and said method including the steps of:

a) adjusting at least one foot supporting member to effect preferred dimensions via adjustment means, the foot supporting member including, or including provision for attachment of,

b) at least two axle assemblies, said axle assemblies adapted to receive rotational motion-facilitating means having preferred diameter and circumferential surface as herein defined, and

c) said axle assemblies further adapted to optionally include steering means,

d) said adapted personal conveyance also optionally including one or more of handle means, breaking means, a rear footplate

the method characterized by the motion-facilitating means of the personal conveyance being positioned relative to the foot supporting member such that at least a portion of the motion–facilitating means extends in a vertical plane above and perpendicular to the foot supporting member in a manner whereby stability is effected of either or both the personal conveyance and a person standing thereon.

55. A method of adapting a personal conveyance for a range of recreational uses as claimed in Claim 54 wherein the personal conveyance is adapted to further include steering means and optional braking means.

56. A method of adapting a personal conveyance for a range of recreational uses as claimed in Claim 55 wherein the steering means includes pivoting means and resilience means manufactured such that the pivoting means is centrally positioned in relation to at least the axle assembly located towards the front leading end of the foot supporting member and is attachable to the foot supporting member and the resilience means includes at least one pair of compressible springs positioned along the axle shaft at either or both the front leading end and the rear trailing end of the foot supporting member.

57. A method of adapting a personal conveyance for a range of recreational uses as claimed in Claim 55 wherein the optional braking means includes a stop which is deployed against the ground surface by tipping the rear or front of the foot supporting member downwards.

58. A method of steering a personal conveyance for recreational use, said personal conveyance including at least one foot supporting member, the foot supporting member including, or including provision for attachment of, at least two axle assemblies, said axle assemblies adapted to receive rotational motion-facilitating means having a preferred diameter and circumferential surface as herein defined, and steering means wherein the steering means includes pivoting means and resilience means manufactured such that the pivoting means is centrally positioned in relation to at least the axle assembly located towards the front leading end of the foot supporting member and is attachable to the foot supporting member and the resilience means includes at least one pair of compressible springs positioned along the axle at either or both the front leading end and the rear trailing end of the foot supporting member, and optional braking means, wherein the optional braking means includes a stop, the personal conveyance characterised by the motion-facilitating means being positioned relative to the foot supporting member such that at least a portion of the motion–facilitating means extends in a vertical plane above and perpendicular to the horizontal

plane of the foot supporting member in a manner whereby stability is effected of either or both the personal conveyance and a person standing thereon, said method of steering including the steps of:

a) the user standing on said foot supporting member and effecting a shift in the position of applied body weight on the foot supporting member, said body weight effecting
b) compression of at least one front and/or one rear spring to effect pivoting of the pivoting means and the axle assembly resulting in
c) turning of the motion facilitating means and
d) a directional change of the personal conveyance and wherein use of the
e) optional braking means slows down or completes the steering by deployment of the stop against the ground surface by tipping the rear or front of the foot supporting member downwards.

59. Steering means for use with a personal conveyance as claimed in Claim 1, said steering means including pivoting means and resilience means said pivoting means being centrally positioned in relation to at least a front axle assembly located towards the front leading end of the foot supporting member and being attachable to the foot supporting member, said pivoting means including a pivot point for effecting pivoting with respect to a portion of the foot support member with which said pivot point contacts, said resilience means comprising at least one pair of compressible springs positioned along the axle assembly at either or both the front leading end and the rear trailing end of the foot supporting member.